





## INTIMATION



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Only communications relating to the news columns  
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dresses with communications addressed to the Editor,  
not for publication, but as evidence of good faith.  
All letters for publication should be written on  
one side of the paper only.  
No anonymous or signed communications will be  
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## The Daily Press.

HONGKONG, JUNE 10TH, 1905.

So long ago as January 24th, we ventured to suggest that a decisive victory of the Japanese navy would be followed by "a considerable reduction" of the British China Squadron. The important announcement made in a neighbouring column shows that we were justified in that prediction. All battleships are being withdrawn, and (with the exception of H.M.S. *Glory*) are proceeding to England forthwith. The departure of the *Glory* is merely postponed a little. No one in Hongkong is in a position to give us the precise reason for this startling proceeding; but we entertain certain opinions which we have some confidence in expressing. There have been drastic changes in the British Admiralty, which now, thanks to the initiative of Admiral Sir JOHN FISHER, has a definite and carefully studied policy, which arranges itself to make use of every counter in the game, and bids for all-round excellence unmarred by any even minor points of weakness. The principle animating the whole is that of maintaining an effective war basis at all times, no matter how peaceful the international arena may appear. The removal of such a powerful squadron from Far Eastern waters will make some British readers entertain uneasy doubts, and cause them to ask some anxious questions. One question that will certainly be asked will concern itself with the fate of Wei-hai-wei. Is it possible that Great Britain contemplates the evacuation of that port, now that its vis-a-vis, Port Arthur, is in the hands of Britain's ally? A place once occupied, the Englishman does not like the thought of leaving it; and we must admit, that while there have been no definite

official assurances on the point, there has been a popular conviction that some arrangement would be made whereby Great Britain would continue to occupy the northern port. Yet it may well be that this conviction was too lightly acquired. After all, Othello's occupation is now gone; the *raison d'être* of Wei-hai-wei went when the Russians evacuated Lisibang; and the terms of the British lease are now notorious, that it was only for so long as Port Arthur was Russian. Port Arthur, as a fortress belonging to the Ally of Great Britain, no longer threatens; and it is equally apparent, the supreme naval power in Far Eastern waters being also vested in Japan, Great Britain finds less need for the continued presence of the China Squadron. Certainly, while there is nothing out of which we are entitled to make a "scare," European prospects are considerably less peaceful than those of the Orient just now. There is a feeling that the English navy should be "ready, aye ready," and that while "aye" means "always," there is no time like the present. The naval opinion obviously is that concentration is the secret of strength; and this latest recorded movement spells concentration in British waters. War came suddenly in the last example, and there would have been no time had England occupied Russia's place, to concentrate her scattered navy in the storm centre. The addition of these homogeneous battleships from the China Squadron must prove a wonderful stiffener to the Channel Fleet. That Great Britain takes this early opportunity of demonstrating its trust and confidence in the Anglo-Japanese Alliance is a step of the widest political significance.

Four plague fatalities recorded yesterday make the total 131.

A Japan contemporary says there is something pathetic now in this paragraph from a Hongkong exchange: "It is believed that the Russians have established a new naval base north of Vladivostok." Name, please?

At the instance of L. B. Wills of the Water Police, the master of the s.s. *Konigsmann* was charged before Mr. G. N. Orme at the Police Court yesterday with carrying an excess number of 27 passengers above the licensed number. A fine of \$20 was inflicted.

One of the small East Point Street Arabs was caught by the Police in the act of marching off with \$5-worth of clothing from a house in Ship Street on Thursday. Charged before Mr. F. A. Hazeland at the Police Court yesterday he was ordered to be detained in custody for 48 hours, and to receive twelve strokes of the birch.

Captain Brown of the s.s. *Tenn* which arrived from Manila yesterday, reported that on the 13th inst. he sighted a Russian vessel with two funnels and three masts, steaming slowly in a S.W. direction. He signalled her that there were three Russian cruisers at Manila. She replied—"Thank you."

A Chinese girl from Queen's Road East was so distraught at the departure of her lover from Hongkong that she took to eating opium. When she died, the body was taken to the Mortuary, the Police being under the impression that she died of opium poisoning; but the postmortem examination revealed the fact that bacvic plague was the cause of death.

The programme of music to be performed by the band of the 129th Baluchis on the New Parade Ground on Monday, 12th June, from 5 to 6.30 p.m., is thus published:—

Overture—"The Barber of Seville" Rossini  
Gavotte—"Intermezzo" L. Hall  
Chaconne—"Nocturne" L. Esplanade  
Selection—"Reveries" F. Schuberl  
Valse—"Moreska" F. Schuberl  
Song—"Blanchette" F. Schuberl

By kind permission of Colonel W. G. B. Western, C.B. and Officers, the Band of the Second Battalion "The Queen's Own" (Royal West Kent Regiment), will play the following Programme of Music during dinner, at the Hongkong Hotel, on Saturday next, 10th June, 1905. Programme:—

March—"Stars and Stripes" Sousa  
Overture—"The Mikado" Sullivan  
Selection—"Tost's Song" Arr. by Bounger  
Valse—"Etincelles" Waldteufel  
(a) Minuet and Trio "Blumenstrauss" Blon  
(b) Idyll "The Mikado" Sullivan  
Grand March from "Tannhauser" Wagner  
Menuet—"Hors d'œuvre-Caviar" in Eggs  
Song—"Clear Windsor" Fish-Baked Salmon à la Mornay. Entrées—Lamb Cutlets à la Italienne, Stewed Rabbit à la Française, Roasted Bacon and Oyster. "The Mikado" Sullivan  
Australian Beef, Trout Capers and Broad Sauce, Roasted York Ham and Champagne Sauce, Cold Plate de foie Gras en Aspic and Plain Salad, Sweets—Marmalade and Vermicelli Pudding, Nesselrode Ice Cream and Finger Cakes, Peach Tart, Tropic Cake. Dessert—offices—Fruit.

### GREAT BRITAIN TRUSTS TOGO.

CHINA SQUADRON WITHDRAWN.  
The Renter message published in another column, announcing the recall of the two remaining British warships at Colombo, has more significance than meets the eye.

We feel fully justified in announcing that this is only part of a bigger movement.

All British battleships, with the one exception of H.M.S. *Glory*, are being immediately withdrawn from the China Station.

We understand further that the *Glory* will depart within the current month.

The subject is dealt with in our editorial article.

## TELEGRAM.

["DAILY PRESS" SERVICE.]

### ANOTHER SUBMARINE DISASTER.

EIGHTEEN BRITONS LOST.

\*LONDON, 8th June.

An explosion on the British submarine "AS" at Plymouth completely wrecked the craft, and caused the death of fourteen of her crew.

LAT.

The correct facts are that the submarine sank at Devonport, and members of the crew were rescued.

The explosion occurred after its launch, and caused eighteen deaths.

["Delivered 9th June.]

### THE NEW SPEAKER.

LONDON, 8th June.

11.10 p.m.

The Rt. Hon. James William Lister, Conservative M.P. for the Cumberland, and Chairman of Committees, succeeds the Rt. Hon. William Court Gully as Speaker of the House of Commons.

\*We announced, exclusively, Mr. Gully's retirement on June 1st, and stated at the time that Mr. Lister's appointment was "very probable." A Conservative Government was bound to elect him; it is more than probable that a Liberal Government would have done so. He is a man born to preside over meetings where human excitement and passion are to be controlled. Calm, alert, strong, and strictly impartial, he is admitted on both sides of the house to be an ideal selection.

Mr. Gully, who is a Gladstonian Liberal, and relinquishing the chair on account of illness, will be asked to accept a peerage at the earliest opportunity.

It may be of some interest to recall a sad incident that accompanied the last election of the present Speaker to Parliament. He had fought a hard fight with a strong Radical candidate, Dr. Douglas J.P., locally known as "the local Blue Doctor," and in a local election town called Keswick, was met at the station by a crowd of supporters who unrolled his carriage and dragged him along in triumph. Going down a gradient with a sharp turn, the crowd ran over a man, who was killed. The widow has ever since been a pensioner of Mr. Lister's.

["DAILY PRESS" SERVICE.]

### ALLIANCE CONTINUED ON TERMS.

RUSSIA MUST TAKE ADVICE.

LONDON, 7th June.

Renter's correspondent in Paris wires that M. Rouvier will conduct foreign affairs till pending questions are settled. The change will not affect the contents with Great Britain. M. Rouvier will also uphold the Russian alliance, but will probably insist on Russia guaranteeing, for the future, not to take any action to jeopardise its utility, and to show herself amenable to her ally's advice.

### THE RESIGNATION OF M. DELCASSÉ.

LONDON, 7th June.

The French papers say that the resignation of M. Delcassé attests to the gravity of the Moroccan imbroglio. It is believed that M. Rouvier's first endeavour will be to find a compromise acceptable to Germany.

### NO LONGER NEEDED.

CHINA SHIPS RE-CALLED.

LONDON, 7th June.

H.M. ships *Canopus* and *Guliat*, bound for China, have been recalled at Colombo.

### NORWAY'S SECESSION.

LONDON, 7th May.

The Norwegian Parliament has passed unanimously a resolution severing Norway's connection with Sweden, and declaring that King Oscar has ceased to be King of Norway. The resolution confers on the present Ministry powers of Government appertaining to those of the King.

## THE WAR.

["DAILY PRESS" SERVICE.]

### PEACE TERMS NOTIFIED.

AMERICAN PRESIDENT THINKS THEY

WILL BE ACCEPTED.

LONDON, 9th June.

Washington telegraphs that President Roosevelt has sent to the Czar Japan's terms for peace, which he thinks are likely to be acceptable.

## THE EVERLASTING SERVANT QUESTION.

Hongkong mistresses—and masters—while sympathizing with their Calcutta brethren, will smile pityingly at their latest prayer. The servant question there has become acute; the householders desired the registration of servants; the Government replied that it was not prepared to do anything; and now the suggestion is made that Chinese servants should be imported!

"Anybody would be warmly welcomed" (writes a correspondent to a Calcutta paper) "in place of the most objectionable, betel-chewing, cigarette-smoking, impertinent, Mahomedan youths, arrack-imbibing Dosses, evil-smelling Uriyas, or ex-convicts that now prey upon the European population in Calcutta."

But they must not import from Hongkong if they hope for improvement. Here anybody would be warmly welcomed in place of the most objectionable, garlic-scented, cigarette smoking, impudent, lazy, dishonest Chinese "boys" that now prey upon the European population in Hongkong.

The *Madras Mail*, referring to the Indian Government's announcement that nothing will be done, says:—"This is not encouraging, especially when we bear in mind the fact that this question has been agitating the minds and ruffling the tempers of a thousand or more masters and mistresses. To them, the 'long, long Indian day' would appear to be indefinitely prolonged by the constant difficulties which their experience with their servants, who, if they are not in open revolt, know so well how to administer 'pin pricks.' The old time 'boy' has died and left sons who have sworn to follow in their fathers' and forefathers' footsteps; the schoolmaster is abroad in the land; the opportunities of 'improving' the 'shining hour' are much more numerous than they were; the badge of servitude is discarded in favour of more up-to-date, but not necessarily more honourable, insignia, and in the not very distant future it may be that there will be all masters and no servants! In Ceylon they have a system of official registration of servants, and it is the request to have a similar system introduced into Calcutta, that has just been declined by the Bengal Government."

### BRITISH SHIPPING HARD HIT.

GERMAN MOVE AT MARSHALL ISLANDS.  
Readers will remember the "Daily Press" telegram announcing Lord Lansdowne's protest to Germany over the shipping trouble at the Marshall Group. It seems that it has had some effect, for the *Lokal Anzeiger* reports that the dispute between Australia and Germany over the Marshall Islands shipping question has been settled. It states that a fresh agreement has been concluded between the German Government and the Jaluit Co., which commences from April 1st, 1906. The Government withdraws its subsidy from the company for administration, and reduces the Customs tariff.

The German Colonial Office is reticent on the subject, alleging that the negotiations with Great Britain have not been definitely concluded, though there is little doubt that a satisfactory settlement has been reached.

The original announcement (by the *Times*) was that after April 1st, 1906, the German Colonial authorities would administer the Marshall Islands and collect all taxes and Customs. The *Times* feared that the North German Lloyd's new South Sea steam service was likely to outweigh any advantages according to Australian shipping by a direct Government administration. The Germans considered that the new arrangement would completely paralyse the Australian shipping trade in the South Seas. It seems to have been admitted that, however unpleasant to Britons who "think imperially," this German enterprise was legal as well as smart.

### "TAKE AMMUNITION WITH YOU."

To-morrow (Sunday) the members of the Eight-Half of No. 1 Company H. V. C. are engaging in the second shoot for Captain Macdonald's cup at the Tai-hang Range. They begin at ten sharp, and have to carry their own ammunition.

### HONGKONG VOLUNTEER RESERVE ASSOCIATION.

The Members of this Association will have the use of the King's Park Range, Kowloon, (500 yards) from two to six o'clock to-day (Saturday).

There will be a pool competition, and Members may shoot for the Governor's Cup for June.

### AN INNOCENT FORGER.

Some amusement was caused in the Supreme Court yesterday morning over a summary case before Mr. A. E. Wise, Paines Judge. An Indian money lender claimed \$80 from a Chinaman, who declared that the money was not his account, but he had signed for a friend who could not write. Sure enough, the promissory note showed this, and was consequently a worthless document. The Indian, however, could not understand it.

### LATEST STEAMER MOVEMENTS.

The M.M. str. *Oceanic*, with the next French mail, will leave Saigon to-day at 11 a.m. for this port.

The I.G.M. str. *Preussien*, which left here on the 10th May, arrived at Genoa on Thursday, the 8th inst. at 8 p.m.

The str. *Salsima* sailed from New York on the 5th inst.

The str. *Albana*, from New York, left Manila for this port yesterday morning, and may be expected here to-morrow.

The O.S.S. & C.M. str. *Foxton Hall* left Singapore on Thursday evening, and is due here on the 16th inst.

## SUPREME COURT.

Friday, 9th June.

IN ORIGINAL JURISDICTION.

BEFORE MR. F. T. PIGOTT (CHIEF JUSTICE).

DODWELL AND CO. v. E. J. MOSS.

In this action Mr. H. E. Pollock, K.C., instructed by Mr. Bailey, of Messrs. Johnson, Stokes and Master, appeared for the plaintiffs. The defendant was neither present nor represented.

Mr. Pollock set out the facts from the statement. The claim was for \$54,631.49. The defendant was a merchant lately carrying on business at Shorncliffe, Garden Road, Hongkong. For some years prior to June 5th, 1901, he was a partner with G. B. Dodwell and F. E. Richards in the firm of Dodwell, Carhill and Co., carrying on business at Foochow, Colombo and London, the head office being at Foochow. On June 5th Mr. Richards retired from the Company and Messrs. Moss and Dodwell carried on the business until 31st December, 1901. By an agreement entered into between the plaintiffs and Messrs. Moss and Dodwell it was agreed that the business of the firm of Dodwell, Carhill and Company should be liquidated by the plaintiffs up to 31st December, 1901, and that from and after that date the plaintiffs would carry on business on their own account. It was also agreed that the plaintiffs would be accountable to Messrs. Moss and Dodwell in respect to any profits which accrued from the liquidation and that Messrs. Moss and Dodwell should be liable for any loss arising out of the liquidation. The liquidation resulted in a heavy loss, and the sum of \$54,631.49 is due and owing by the defendant to the plaintiff as his share thereof from the balance sheet made up by the plaintiffs and signed by the defendant as the plaintiffs' manager at Foochow. The plaintiffs also claim interest at eight per cent per annum from the date of the writ until judgment.

Mr. G. H. Medhurst, director and manager of the Hongkong office of Messrs. Dodwell & Co., in the witness box said that the agreement referred to in the statement of claim was drawn up and signed by both parties. Witness also received a balance sheet from the defendant (as manager of Messrs. Dodwell & Co., Ltd. at Foochow) in which a debit balance was shown against E. J. Moss for \$54,631.49.

After another witness gave corroborative evidence His Lordship gave judgment for the plaintiffs with costs.

Mr. Pollock, quoting the *Daily Press* "Chronicle and Directory" made an application under an Order in Council applying to H. B. M. subjects in China and Japan (9th March, 1865). He said that the Supreme Court of Hongkong had no authority to effect execution in Foochow, but a request could be made under the seal of the Court.

### PROPOSED NEW WATERBOAT.

FOR HONGKONG.

WHY THE STEAM WATERBOAT SHARES DEPRECIATED.

For some time on the Hongkong Bialto there have been mysterious rumours which suggested that "Steam Waterboats" were better to sell than to buy.

The shares of the old company, which recently bought out the only serious competition there was, have dropped from \$21 to \$17, notwithstanding that an interim dividend of five per cent. has just been paid, and that the prospects were never better. When the Japanese ships begin to visit the port again, the business will experience a beneficial fillip.

The secret of the mysterious rumours is the formation of a Chinese syndicate, which hopes to compete successfully with the old company.

The promoter is Mr. L. F. Cooke (a Chinaman with a foreign name) who has been a well-known comrade for some years, and is a government contractor. He informs us that the syndicate is to be registered as a limited liability company. His constant observation of the harbour convinces him that there is ample room for a new company, to supply water expeditiously to shipping. A start is expected to be made next month.

Two boats are already built, and four are under construction, at Chinese shipyards near Chungshawan. They are modelled something like an English yacht, for speed, but carry junk sails.

Pumping machinery is on its way from America. It is specified to lift from thirty to forty tons an hour. Each boat will carry three separate tanks of fifty tons capacity, or about 150 tons per boat.

There is to be a European in charge of each boat. If the business succeeds, these boats may be replaced by boats driven by means of oil fuel. An American firm is offering to supply such boats.

Present arrangements are for a supply of pure water from Victoria Main, near Blue Buildings; but as soon as the Laichikok Reservoir is reconstructed, the company hope to get their supply thence. The Government is understood to be increasing the number of mains at that reservoir.

### SHIPPING OFFICE PROMOTION.

On July 1st the C.P.R. Company will establish its own Agency at Shanghai, the office being situated between the British Post Office and H. B. M. Consulate.

Mr. A. Ross Owen, formerly in the Company's service at Hongkong and Yokohama, is appointed Agent, in charge of the Company's business at Shanghai from that date.

Messrs. Jardine, Matheson and Company, who have so long and satisfactorily represented the Company in North China, will continue, as formerly, to act as Agents at the other China Coast and Yangtze Ports.

## CORPORATION.

THE PEAK TRAMWAYS CO. LD.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—The controversy which has arisen over the proposed conversion of the High Level Tramways Company into the Peak Tramways Company, whereby the old Company is to be wound up—"voluntarily" as it is called—and a new Company brought into being, has aroused the greatest interest. In their letter dated the 7th inst., Messrs. John D. Humphreys and Son endeavoured to refute the arguments of Mr. D. E. Brown as presented in a previous letter and in his speech at the meeting last week. They have accused him of distorting the facts and submitting arguments based on an imperfect knowledge of the actual conditions, and proceed to question the accuracy of his statement that the only hope of revenue return for the next three years will be that earned by the present Company. The explanation given by the general managers is of such a nature that it might be characterised as no explanation at all. Messrs. Humphreys assume that a dividend of 6 per cent. will be obtained on a capital of \$75,000—that is to say, there will be interest received on that sum to the amount of \$45,000, and, so far as I can understand, it will be distributed as follows, viz. \$22,500, being 30 cents per share on 25,000 \$10 shares, fully paid up, in the old Company; and \$22,500, being 45 cents per share on 50,000 new shares on which \$5 is paid up and \$5 remains to be called. Where do the general managers get this \$45,000 from? That is an exceedingly important question. If the general managers count on the old Company to bring in that sum, then the old Company when it comes to a distribution of their profits among the shareholders could have given them \$38 per share on the old shares (or \$1.80 per share on the new shares of the amalgamated concern). But, wisely enough, they have been giving \$15 per share on the old shares or \$18,750, and strengthening the assets by carrying forward the balance of \$26,250. Now, is it fair and just that the general managers should take all the profits of the old Company and propose to divide them *en bloc* on the money called up on the old and new shares alike? Is that a fair and reasonable reply to Mr. Brown's argument that the old shareholders are being "done out of their rights"? I submit it is not. Why should a shareholder of the Hongkong High Level Tramways, who does not believe in the rosy prospects of the new scheme, be called upon to sacrifice nearly two-thirds of his rightful returns in order that new shareholders, who had nothing to do with the existing tramway, may benefit? With regard to the statement that the general managers and the majority at the meeting hold two-thirds of the shares of the Company, there is a very simple answer to that. The interests of the general managers is not alone confined to the dividends the company pays; they have the much greater interest in reckoning the commission they will receive when the Companies are amalgamated. So that their interests are not to be considered as on the same plane as those of the shareholders who look to the dividends alone. The larger the capital the greater the commission received by the general managers. But, also, the same principle does not apply where the share holders are concerned. It comes to this—it is proposed to distribute 6 per cent., which is the total return anticipated by the new Company, among the shareholders. But for years the shareholders of the old Company have been content to take 15 per cent. instead of the \$36 per share to which they were entitled if they had not followed the wise plan of building up a reserve. Who benefits by the sacrifice? Not the shareholders of the old Company, if the new scheme is carried out. No; it will be the new shareholders who will earn dividends on an undertaking with which they had nothing to do. And where will the reserve fund go? Probably to build up the dividends required until the new tramway is constructed and paying its way. I think that the scheme is altogether wrong. It is unfair to the shareholders of the old Company. It is inequitable and unjust; it is robbing Peter that Paul's greed may be satisfied, and I hope that we have not yet heard the end of it all. I am, etc.,

### FAIRPLAY

Hongkong, 9th June.

### "AS PLAIN AS A PIKESTAFF."

TO THE EDITOR OF THE "DAILY PRESS"

SIR,—Your footnote to the first letter of the series relating to the Peak Trams shows me that you, in common with many others, need enlightenment. With your permission, I will here put the case "in a nutshell."

Let us, like the lawyer men, "admit" certain facts. Present Tram Company earns \$45,000 annually. Its shareholders are satisfied with \$15,000, and put \$30,000 away to fight the new line when it starts. It cannot start for three years. Result, a fighting fund of \$90,000. Then the new line starts. We cut our fares down to one-third. We still pay \$15,000 to shareholders but lay nothing aside. Can the opposition pay a dividend on four times the capital, with a fare two-thirds reduced? It cannot. What then? In two or three years, it comes offering to sell, begging us to buy, at our terms. Isn't that plain?

Yours,

### INTERESTED.

\*We have received another letter from Mr. D. E. Brown; but as it was delivered at a late hour, and has already appeared in our temporary, we do not propose to publish it.







## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PANDA, Code: A.B.C., 5th St. Lieber.

P.O. Box, 33. Telephone No 12.

## NEW ADVERTISEMENTS

## NOTICE.

A. S. WATSON &amp; CO., LIMITED.

ON MONDAY, 12th JUNE, the following hours of business will be observed in all departments:

10 A.M. to 1 P.M.  
A. S. WATSON & CO., LD.  
Hongkong, 10th June, 1905. [1420]

## TO LET.

UNFURNISHED at No. 31, CAINE ROAD. (Possession 1st October, 1905) SIX ROOMED HOUSE and Garden. Healthy locality. Three storied building. View of Harbour.

Immediate possession. GROUND FLOOR only No. 36, and No. 40, ELGIN STREET.  
Apply to—  
DARTY & CO.  
Top Floor No. 19, Queen's Road Central.  
Hongkong, 10th June, 1905. [1421]

IT IS HEREBY NOTIFIED that the QUEEN'S RECREATION GROUND will be CLOSED for repairs on the 19th inst., and until further notice.

By Order,  
W. CHATHAM,  
Director of Public Works.  
Hongkong, 10th June, 1905. [1422]

## NAVY CONTRACTS, 1895-1906.

SEALED TENDERS, in duplicate, will be received by VICTUALLING STORE OFFICER, H. M. VICTUALLING YARD, HONGKONG, until Noon, on TUESDAY, 1st AUGUST, 1905, for the supply of CEYLON TEA for the use of H. M. Navy on the China Station.

Forms of Ten or further particulars can be obtained on application.

Samples should accompany Tenders.

The right to reject the least or any Tender is reserved.

VICTUALLING STORE OFFICER,  
H. M. Victualling Yard,  
Hongkong, 10th June, 1905. [1423]

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

THE FOURTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held in the COMPANY'S OFFICES, St. George's Building, No. 6, Connaught Road, Victoria, on WEDNESDAY, 21st JUNE, 1905, at 11 A.M. for the purpose of receiving Statement of Accounts and the Report of the General Managers for the year ending 28th February, 1905, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED on SATURDAY, 17th to WEDNESDAY, 21st JUNE, both days inclusive.

SHEWAN, TOMES & CO.,  
General Managers,  
Hongkong, 10th June, 1905. [1424]

CHINA LIGHT AND POWER COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY MEETING of the above named Company will be held in the COMPANY'S OFFICES, St. George's Building, No. 6, Connaught Road, Victoria, on WEDNESDAY, 21st JUNE, 1905, at a quarter past eleven o'clock A.M. when the subject of the proposed Resolution will be proposed.

Should the Resolution be passed by the required majority it will be submitted for confirmation as a Special Resolution to a Second Extraordinary Meeting which will be subsequently convened, and in the event of it being confirmed the Shares will be offered to Shareholders on the Register on the Eighth day of July, in proportion to their then holdings, and all shares not applied for by Shareholders will be disposed of by the General Managers in accordance with Article 8 paragraph 2 of the Company's Articles of Association.

RESOLUTION.  
That the Capital of the Company be increased to \$500,000 by the creation of 20,000 new shares of \$1000 each.

Hongkong, 10th June, 1905. [1425]

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

on FRIDAY AND SATURDAY, the 10th and 11th JUNE, 1905, commencing each day at 2.30 P.M. sharp, at their SALES ROOMS, No. 8, Des Voeux Road (Corner of Ice House Street).

A VERY FINE COLLECTION OF JAPANESE CURIOUS AND WORKS OF ART.

Comprising:—  
SILK EMBROIDERED PALACE and TEMPLE HANGINGS, BED COVERS, CUSHIONS, VERY FINE SATSUMA TEA SETS, VASES, WALL PLATES, INCENSE BURNERS, BRONZE and BRASS VASES, SILK EMBROIDERED SCREENS, GOLD and SILVER CLOISONNE WARE, IVORY CARVINGS, GOLD LACQUERED CABINET, &c., &c., &c.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,  
Auctioneers,  
Hongkong, 10th June, 1905. [1426]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"EMMA LUKEN,"

Captain Mortons, will be despatched for the above port TO-MORROW, 11th inst., at 9 A.M.

For Freight or Passage, apply to  
DOUGLAS LARPAK & CO.,  
General Managers,  
Hongkong, 9th June, 1905. [1418]

## NEW ADVERTISEMENTS

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamer

"JAVA."

FROM ANTWERP, LONDON, MALTA,

PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named

vessel are hereby informed that their Goods

being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

consignment will be sorted out, Mark by Mark,

and delivery can be obtained as soon as the

Goods are landed.

This Vessel brings on Cargo:—

From London, &amp;c., ex ss. Arabia.

Optional Goods will be landed here unless

instructions are given to the contrary before

3 P.M. TO-DAY.

Goods not cleared by the 15th inst., at 4 P.M.,

will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

Damaged packages must be left in the Go-

downs for examination by the Consignees and

the Company's representatives at an appointed

hour. All Claims must be presented within

ten days of the steamer's arrival here, after

which date they cannot be recognised. No

Claims will be admitted after the Goods have

left the Godowns.

L. S. LEWIS,  
Acting Superintendent.

Hongkong, 9th June, 1905. [1]

OCEAN STEAMSHIP COMPANY,

LIMITED.

CHINA MUTUAL STEAM NAVA-

TION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"PROMETHEUS"

are hereby notified that the Cargo is being

discharged into Craft, and/or landed at the

Godowns of the Hongkong and Kowloon

Wharf and Godown Co., Ltd., where in both

cases it will lie at Consignees' risk. The Cargo

will be ready for delivery from Craft or Godown

on and after the 11th inst.

Optional Cargo will be landed, unless notice

has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined at 11 A.M. on the 10th June.

No Claims will be admitted after the Goods

have left the steamer's Godown, and all Goods

remaining undischarged after the 10th June will

be subject to rent.

All Claims against the Steamer must be

presented to the Undersigned on or before the

10th June, or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 9th June, 1905. [9-10]

INTIMATIONS.

BANK HOLIDAY.

THE EXCHANGE RATES will be

CLOSED for the transaction of Public

Business on MONDAY, the 12th instant.

"WHIT MONDAY."

Hongkong, 8th June, 1905. [1404]

FIRE INSURANCE ASSOCIATION OF

HONGKONG.

NOTICE IS HEREBY GIVEN that

FIRE INSURANCE OFFICES will be

CLOSED for the transaction of Public

Business on WHIT MONDAY, the 12th inst.

By Order,  
J. E. BINGHAM

Hongkong, 9th June, 1905. [1416]

NOTICE.

HOTEL AMERICA has been SOLD and

will be known hereafter as "HOTEL

BALTIMORE." The Hotel is being

thoroughly renovated, and will be conducted

strictly as a first class Hotel. It is hereby

notified that the Hotel is to be

re-opened on MONDAY, the 12th inst.

For accommodation apply to the

MANAGERESS.

Hongkong, 6th June, 1905. [1385]

FOR SALE.

A MOTOR LAUNCH fitted with a 10

H.P. B. P. GARDNER KEROSENE

MOTOR—electric ignition. Gines reversible

propeller. Fast, roomy and very economical.

Fuel any petroleum.

Inspection and Trial by appointment.

For particulars apply—  
J. W. KEW,  
Care of Steam Water Boat Co.,  
Hongkong,  
Hongkong, 5th June, 1905. [1374]

WANTED.

A FIRST CLASS CHINESE CLERK.

Apply to—

ARRATON V. APCAR &amp; CO.,

45, Wyndham Street.

Hongkong, 8th June, 1905. [1405]

SITUATION WANTED.

BY an EXPERT TYPEWRITER, age 21,

apply by letter stating terms or salary to

"TYPEST,"

Care of Daily Press Office.

Hongkong, 5th June, 1905. [1372]

SITUATION WANTED.

ADVERTISER, age 34, desires a position

as GENERAL OFFICE ASSISTANT,

has a thorough knowledge of Bookkeeping and

Accounts, and Typewriting; can also speak the

Cantonese dialect fluently.

Apply by letter to—  
ENGLISHMAN,  
Care of Daily Press Office.

Hongkong, 30th May, 1905. [1327]

LESSONS IN FRENCH.

NEW and easy method of learning French

in a few months, mainly by conversation

by a Frenchman. Terms very moderate.

Also Lessons in English by an English Lady,  
B. R.  
Care of Office of this Paper.

Hongkong, 17th May, 1905. [1322]

RUINART PERE &amp; FILS, REIMS.

Established 1719.

CHAMPAGNE GROWERS AND

SHIPPERS.

Ship only the Finest Quality

Extra Dry (Green Seal)

LAUTS, WEGENER & CO.,  
Sole Agents.

Hongkong, 17th May, 1905. [1321]

## AUCTIONS

## PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, TO-DAY (SATURDAY), the 10th JUNE, 1905, at 2.30 P.M., at his SALES ROOMS, Queen's Road, SUNDAY HOUSEHOLD FURNITURE, CANTON BLACKWOOD TABLES, CHAIRS, &c. TAPESTRY COVERED DRAWING ROOM SUITE, CROCKERY, GLASS, and PLATED WARE. LARGE COOKING STOVES, PIANO, &c., &c.

TERMS OF SALE:—As Customary.  
V. I. REMEDIOS,  
Auctioneer.

Hongkong, 8th June, 1905. [1410]

## PUBLIC AUCTION.

MESSRS. HUGHES AND HOUGH have received instructions to sell by Public Auction on

TUESDAY, the 13th day of June, 1905, at 3 P.M., at their SALES ROOMS.

The following VALUABLE LEASEHOLD PROPERTY situated at Victoria in the Colony of Hongkong, viz:—

All that piece or parcel of ground situate at Victoria aforesaid registered in the Land Office as Inland Lot No. 609 B, area 37,935 square feet, &c.; &c.; Term 997 years; Annual Crown Rent \$74.40; together with the Messuage thereon known as "Greenmount" Bonham Road, Victoria aforesaid.

For further Particulars and Conditions of Sale apply to Messrs. JOHNSON, STOKES & MASTER, Vendor's Solicitors

or Messrs. HUGHES & HOUGH, Auctioneers.

Hongkong, 15th May, 1905. [1390]

## PUBLIC AUCTION.

THE Undersigned have received instruction to sell by Public Auction, on

WEDNESDAY, 14th JUNE, 1905, at 3 P.M., on board H. M. Survey Ship "HUMBER,"

Extreme length ... 245' 3" breadth ... 27' 8" Displacement ... 1,640 tons Horse Power ... 890.

Engines—Two double ended cylindrical return tubular, run on safety valves 70 lbs. CONDENSERS—1 Kirksby and 1 Normandy single, discharging 1,500 and 2,400 galls of water per 24 hours respectively.

To be sold as the tow line in Hongkong Harbour with all fittings, stores, &c., on board, including about 110 tons of coal, Anchors and Cable.

A list of fittings to be sold with the ship may be seen at the Office of the Naval Store Officer, H. M. Naval Yard, and of the Auctioneers; also on board.

The Admiralty will not be responsible for any errors in description of ship, fittings, stores, &c.

The Vessel will be open to inspection for seven days before date of sale, between 10 a.m. and noon, and 2 and 4 p.m. (Saturday and Sunday excepted).

Inspecting orders can be obtained from the Auctioneers.

TERMS:—Cash before delivery, 25 per cent. of the purchase money to be paid on the day of sale, the balance to be paid within SEVEN DAYS after the date of sale.

Further special conditions may be obtained on application to the Auctioneers.

HUGHES & HOUGH,  
Auctioneers to the Government.

Hongkong, 31st May, 1905. [1344]

## NOTICE.

THE Undersigned have received instructions to sell by Public Auction, on

FRIDAY, the 16th JUNE, 1905, at 3 P.M., at his Offices in Dundell Street.

THE VALUABLE LEASEHOLD PROPERTY, Known and registered in Land Office as SECTION A OF INLAND LOT No. 99, with the premises thereon.

Now known as Nos. 255, 257, 259, 261, 263 and 265, Queen's Road Central, and Nos. 34, 36 and 38, Hillier Street.

The property has an area of 2,934 square feet and is subject to an apportioned Crown Rent of £100.23. It is held from the Crown for the residue of the term of 75 years from the 26th day of June, 1813, and for a further term of 924 years respectively created therein by a Crown Lease of the said Inland Lot No. 99 and the Indenture of Extension thereof respectively dated the 10th September, 1845, and the 21st January, 1860, and respectively made between Her Majesty Queen Victoria of the one part and Lord A. King of the other part and Her Majesty of the one part and Kwok Kam Fook of the other part.

For further particulars and conditions of sale, apply to—  
MR. GEO. P. LAMBERT,  
Auctioneer.

or Messrs. DEACON, LOOKER & DEACON,  
The Solicitors for the Vendor,  
1, Des Voeux Road Central.

Hongkong, 7th June, 1905. [1411]

THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

CHEAP EXCURSIONS TO MACAO! The Steamship

"HONAM," 2,363 tons, Captain H. D. Jones, will make a Special Trip EVERY SUNDAY to Macao and back. Hour of departure:—From Hongkong at 9 A.M. arriving at Macao about Noon. Hour of departure:—From Macao from 4 P.M. to 7 P.M. to suit tide, arriving at Hongkong about 3 hours after departure.

FARES:—  
First Class Single \$2 ... Return \$4.  
Second Class Single \$1 ... Return \$2.  
Children under 12 half-price.

Tickets may be obtained at the Office of the Company, 15, Des Voeux Road, Queen's Road Central (opposite the Hongkong Hotel), or on board the steamer. No Child will be accepted, and Servants' passages must be paid for.

T. ARNOLD,  
Secretary.

Hongkong, 3rd May, 1905. [1134]

## PUBLIC COMPANIES

## HONG HIGH LEVEL TRAMWAYS COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above named Company will be held at the Registered Office of the Company, Alexandra Buildings, on TUESDAY, 13th JUNE, at 12.30 P.M., when the following Resolutions which were passed at an Ordinary Meeting of the Company, held on Friday, 3rd of June, 1905, will be submitted for confirmation as Special Resolutions.

RESOLUTIONS.  
That it is desirable that the Company should be dissolved and that it be wound up voluntarily.

That the General Managers be and they are hereby appointed Liquidators.

That the Liquidators be and they are hereby authorised to consent to the registration of a New Company to be named the "PEAK TRAMWAYS COMPANY, LIMITED," of Association which have been prepared with the approval of the Consulting Committee of the Company.

That the Liquidators be empowered to sell to the "PEAK TRAMWAYS COMPANY, LIMITED," the undertaking of this Company at the price of \$200 per share either in cash or shares of the "PEAK TRAMWAYS COMPANY, LIMITED," at the option of the Shareholders of this Company and to enter into all necessary Agreements to that effect.

JOHN D. HUMPHREYS & SON,  
General Managers.

Dated 5th June, 1905. [1386]

GREEN ISLAND CEMENT COMPANY LIMITED.

SHARE CERTIFICATES Nos. 229/230; 370/390; 505/511; 529/588/593 and 1224 for shares Nos. 9101/9150; 9201/9225; 9251/9275; 16136/16235; 16236/16335; 27424/27523; 37633/37777 and 70401/71175 standing in the Register in the name of LI SING having been lost, NOTICE IS HEREBY GIVEN that the said Certificates be produced at the Office of the Company, St. George's Buildings, before the 23rd day of June, 1905, NEW CERTIFICATES for the said shares will be issued to the owner and the Old Certificates will thereafter be held by the Company as null and void.

Dated this 23rd day of May, 1905.

SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 24th May, 1904. [1284]

THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE.

NOTICE IS HEREBY GIVEN that a SCRIP CERTIFICATE No. 6623 issued 23rd December, 1901, for One Hundred and Fifty Shares, numbered 37331/37370, 509/515, 5316/5345, 25566/25615 of this Company, in the name of TONG SHOU KIANG, of Hankow, and that SCRIP CERTIFICATE No. 6627 issued 23rd December,







## SHIPPING.

## ARRIVALS.

CALLAO, American grainboat, 9th June, from Canton.  
 DEYAWONGSE, German str., 1,036, L. Gschlen, 9th June, Bangkok 30th May, Rice, Butterfield & Swire.  
 EASTERN, British str., 3,580, W. Ellis, 9th June, from Canton.  
 FAUSANG, British str., 1,410, T. A. Mitchell, 8th June, Wuhu 2nd June, Rice, Jardine, Matheson & Co.  
 FOCHOW, British steamer, 9th June, from Canton.  
 HATANG, British str., 2,180, Peters, 9th June, Moji 3rd June, Coal, Mitsui Bussan Kaisha.  
 HEDWIG, German str., 580, C. Schenck, 8th June, Wuhu 3rd June, Rice, Sandor, Wier & Co.  
 INDIANIDE, British str., 3,457, Easterbrook, 8th June, Newcastle via Sydney 19th May, Coal, Shaw, Watson & Co.  
 JAYA, British str., 2,431, S. Barcham, 9th June, London 29th April, General, P. & O. S. N. Co.  
 NUBIA, German str., 2,665, G. Habel, 9th June, Amoy 7th June, General, Hamburg-Amerika Linie.  
 PACIFIC, British str., 1,056, H. Warrell, 8th June, Amoy 7th June, General, Butterfield & Swire.  
 PROMETHEUS, British str., 3,585, Geo. Meir, 9th June, Liverpool 2nd June, General, Butterfield & Swire.  
 TEAK, British str., 1,146, W. B. Brown, 9th June, Van la 6th June, General, Butterfield & Swire.  
 TRAVANCOR, British ship, 1,001, Chamberlain, 8th June, towed from Harbin Bay by tug Robert Cook.  
 TRINIAU, German str., 1,002, O. Kock, 8th June, Bangkok 2nd June, Rice, Jardine & Swire.  
 General, Butterfield & Swire.

## CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.  
 9th June.  
 Ambria, German str., for Shanghai.  
 Fausang, British str., for Canton.  
 Hedwig, German str., for Swatow.  
 Pacific, British str., for Shanghai.  
 Prometheus, British str., for Sourabaya.  
 Travancor, British str., for Shanghai.

## DEPARTURES.

9th June.  
 ALBANY, British str., for Sourabaya.  
 ARAGONIA, German str., for Portland.  
 BONAVENTURE, British str., for Shanghai.  
 CHITERS, Chinese str., for Shanghai.  
 GLORY, British battleship, for Weihaiwei.  
 HACHINGO, British str., for Coast Ports.  
 HOGUE, British str., for Weihaiwei.  
 LADAN, British str., for Kobe.  
 KINTUCK, British str., for London.  
 LYDIA, German str., for Chikung.  
 OHLAND, Norwegian str., for Kobe.  
 OCHAI, U. Norwegian str., for Karun.  
 PERCHAMUR, German str., for Bangkok.  
 PETRARCH, German str., for Hongkong.  
 PRONTO, Norwegian str., for Canton.  
 ROYALIST, British str., for Canton.  
 SAMNEN, German str., for Bangkok.  
 SIGNAL, German str., for Heilow.  
 SITONIA, German str., for Tsingtau.  
 YUENFANG, British str., for Manila.  
 ZWERRA, British str., for Shanghai.

## SHIPPING-REPORTS.

The British str. *Fausang* reports: Moderate S.W. wind and fine weather to arrival.  
 The British str. *Prometheus* reports: Light to moderate S.W. wind, fine and clear weather.  
 The German str. *Nubia* reports: Most partly foggy weather, moderate sea and S.W. wind.  
 The British str. *Fausang* reports: Moderate S.W. wind with high swell, fog, and thick rain weather throughout.  
 The British str. *Indra* reports: Experienced light variable winds from Kobo to Nanki, with frequent squalls of thick fog, necessitating the ship going at a considerably reduced speed.  
 After entering the Formosa Channel experienced a moderate S.W. wind, overcast at intervals and clear.

## VESSELS IN DOCK.

10th June.  
 ABERDEEN DOCKS.—City of Birmingham, Bedford, Adonator, Travincore.  
 COSMOPOLITAN DOCK.—A. Rickmers.

## VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
 (Calling at TONGA, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)  
 THE Steamship

"EASTERN."  
 Captain Ellis, will be despatched for the above ports TO-DAY, the 10th June, at Noon.  
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
 The Steamer is installed throughout with the Electric Light.  
 A duly qualified Surgeon and Stewardess are carried.  
 N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.  
 For Freight or Passage, apply to  
 GIBB, LIVINGSTON & CO., Agents.  
 Hongkong, 9th May, 1905. 1171

FOR MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, AND PORT SAID.  
 THE Bucknall Line Steamship

"BANTU."  
 Captain Wooster, will be despatched as above TO-MORROW, the 11th inst., at 4 P.M.  
 For Freight, apply to  
 NIPPON YUSEN KAISHA, Agents.  
 Hongkong, 1st June, 1905. 1351

## VESSELS ADVERTISED AS LOADING AT HONGKONG, TOGETHER WITH THE NUMBER DENOTING THE SECTION.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to the Kowloon. 3. From Kowloon to the Harbour Master's. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL.	BENGAL	Brit. str.	G. Philip	P. & O. S. N. Co.	On 17th inst., at Noon.
LONDON, &c., VIA PORTS OF CALL.	PALESTINE	Brit. str.	E. C. P.	P. & O. S. N. Co.	About 27th inst.
LONDON, &c., VIA PORTS OF CALL.	HYSON	Brit. str.		BUTTERFIELD & SWIRE	On 4th July.
LONDON, &c., VIA PORTS OF CALL.	GLAUCUS	Brit. str.		BUTTERFIELD & SWIRE	On 18th July.
LONDON, &c., VIA PORTS OF CALL.	ALAI	Brit. str.		BUTTERFIELD & SWIRE	On 1st Aug.
LONDON, &c., VIA PORTS OF CALL.	IDOMENEUS	Brit. str.		BUTTERFIELD & SWIRE	On 15th Aug.
LONDON, &c., VIA PORTS OF CALL.	CALCHAS	Brit. str.		BUTTERFIELD & SWIRE	On 20th inst.
LONDON, &c., VIA PORTS OF CALL.	DANTU	Brit. str.		NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
LONDON, &c., VIA PORTS OF CALL.	POLYTESHEN	Brit. str.		MESSAGERIES MARITIMES	On 13th inst., at 1 P.M.
LONDON, &c., VIA PORTS OF CALL.	ZITEN	Brit. str.		MELCHERS & CO.	On 21st inst., at Noon.
LONDON, &c., VIA PORTS OF CALL.	C. F. FERD. LAEISEZ	Ger. str.		HAMBURG-AMERIKA LINIE	On 17th inst.
LONDON, &c., VIA PORTS OF CALL.	BRISGAVIA	Ger. str.		HAMBURG-AMERIKA LINIE	On 30th inst.
LONDON, &c., VIA PORTS OF CALL.	SITHONIA	Ger. str.		HAMBURG-AMERIKA LINIE	On 12th July.
LONDON, &c., VIA PORTS OF CALL.	ACILIA	Ger. str.		HAMBURG-AMERIKA LINIE	On 26th July.
LONDON, &c., VIA PORTS OF CALL.	ALBIA	Ger. str.		HAMBURG-AMERIKA LINIE	On 10th Aug.
LONDON, &c., VIA PORTS OF CALL.	NIPPON	Am. str.		SANDER, WIELER & CO.	On 29th inst., P.M.
LONDON, &c., VIA PORTS OF CALL.	DEUCALION	Brit. str.		BUTTERFIELD & SWIRE	On 20th July.
LONDON, &c., VIA PORTS OF CALL.	TYRACHUS	Brit. str.		BUTTERFIELD & SWIRE	On 20th Aug.
LONDON, &c., VIA PORTS OF CALL.	STENTOR	Brit. str.		BUTTERFIELD & SWIRE	On 15th inst.
LONDON, &c., VIA PORTS OF CALL.	NORDPOL	Brit. str.		SHEWAN, TOMES & CO.	About 27th inst.
LONDON, &c., VIA PORTS OF CALL.	MONTROSE	Brit. str.		STANDARD OIL CO.	Early in July.
LONDON, &c., VIA PORTS OF CALL.	KENNEDY	Brit. str.		CANADIAN PACIFIC R. CO.	On 21st inst.
LONDON, &c., VIA PORTS OF CALL.	EMPEROR OF INDIA	Brit. str.		CANADIAN PACIFIC R. CO.	On 5th July.
LONDON, &c., VIA PORTS OF CALL.	TARTAR	Brit. str.		BUTTERFIELD & SWIRE	On 14th inst.
LONDON, &c., VIA PORTS OF CALL.	YANGTZE	Brit. str.		DODWELL & CO., LIMITED.	On 30th inst.
LONDON, &c., VIA PORTS OF CALL.	PLIADIES	Am. str.		PORTLAND & ASIATIC S.S. CO.	On 28th inst., at Daylight.
LONDON, &c., VIA PORTS OF CALL.	NEMEDIA	Brit. str.		NIPPON YUSEN KAISHA	On 19th inst., at Noon.
LONDON, &c., VIA PORTS OF CALL.	MINNESOTA	Am. str.		GIBB, LIVINGSTON & CO.	To-day, at Noon.
LONDON, &c., VIA PORTS OF CALL.	EASTERS	Brit. str.		BUTTERFIELD & SWIRE	On 13th inst.
LONDON, &c., VIA PORTS OF CALL.	CHANGSHA	Ger. str.		MELCHERS & CO.	On 27th inst., at Noon.
LONDON, &c., VIA PORTS OF CALL.	WILLIAM	Ger. str.		P. & O. S. N. Co.	To-morrow, at Daylight.
LONDON, &c., VIA PORTS OF CALL.	JAYA	Brit. str.		JARDINE, MATHESON & CO.	On 11th inst., at 3 P.M.
LONDON, &c., VIA PORTS OF CALL.	WOSANG	Brit. str.		JARDINE, MATHESON & CO.	To-morrow, at Daylight.
LONDON, &c., VIA PORTS OF CALL.	LOKANG	Brit. str.		BUTTERFIELD & SWIRE	On 12th inst.
LONDON, &c., VIA PORTS OF CALL.	KUANG	Brit. str.		OSAKA SHOSHEN KAISHA	On 13th inst.
LONDON, &c., VIA PORTS OF CALL.	CLARA JENSEN	Ger. str.		BUTTERFIELD & SWIRE	On 15th inst., at 3 P.M.
LONDON, &c., VIA PORTS OF CALL.	YOUNG	Brit. str.		JARDINE, MATHESON & CO.	About 15th inst.
LONDON, &c., VIA PORTS OF CALL.	KWONGSANG	Brit. str.		P. & O. S. N. Co.	To-morrow.
LONDON, &c., VIA PORTS OF CALL.	PROTEUS	Brit. str.		OSAKA SHOSHEN KAISHA	On 19th inst.
LONDON, &c., VIA PORTS OF CALL.	FRITHOF	Ger. str.		OSAKA SHOSHEN KAISHA	On 14th inst.
LONDON, &c., VIA PORTS OF CALL.	PRONIE	Ger. str.		BUTTERFIELD & SWIRE	To-day.
LONDON, &c., VIA PORTS OF CALL.	FOCHOW	Brit. str.		DODWELL & CO., LIMITED.	To-morrow, at 9 A.M.
LONDON, &c., VIA PORTS OF CALL.	EMMA LUYKEN	Brit. str.		BUTTERFIELD & SWIRE	On 20th inst.
LONDON, &c., VIA PORTS OF CALL.	CHIBIL	Brit. str.		SHEWAN, TOMES & CO.	To-day, at Noon.
LONDON, &c., VIA PORTS OF CALL.	ZAPIRO	Brit. str.		BUTTERFIELD & SWIRE	On 13th inst.
LONDON, &c., VIA PORTS OF CALL.	TEAN	Brit. str.		JARDINE, MATHESON & CO.	On 16th inst., at 4 P.M.
LONDON, &c., VIA PORTS OF CALL.	LOONGSANG	Brit. str.		SHEWAN, TOMES & CO.	On 17th inst., at Noon.
LONDON, &c., VIA PORTS OF CALL.	RUBI	Brit. str.		BUTTERFIELD & SWIRE	On 22nd inst.
LONDON, &c., VIA PORTS OF CALL.	KAIPOO	Brit. str.		JARDINE, MATHESON & CO.	On 13th inst., at 3 P.M.
LONDON, &c., VIA PORTS OF CALL.	CHUNANG	Brit. str.		JARDINE, MATHESON & CO.	On 14th inst., at Noon.
LONDON, &c., VIA PORTS OF CALL.	KAMANG	Brit. str.		CARLOWITZ & CO.	To-day, at Noon.
LONDON, &c., VIA PORTS OF CALL.	CAPI	Brit. str.		JAVA-CHINA-JAPAN LINE	Quick despatch.
LONDON, &c., VIA PORTS OF CALL.	TOIMAH	Dut. str.			

## INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)  
 SHANGHAI VIA SWATOW "LOKSANG" Sunday, 11th June 10 P.M.  
 SINGAPORE, PENANG & CALCUTTA "CHUNANG" Tuesday, 13th June 1 P.M.  
 SINGAPORE, PENANG & CALCUTTA "NAMSANG" Wednesday, 14th June Noon.  
 TIENTSIN "WOSANG" Wednesday, 14th June 5 P.M.  
 SHANGHAI "KWONGSANG" Thursday, 15th June 5 P.M.  
 MANILA "LOONGSANG" Friday, 16th June 5 P.M.  
 These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.  
 Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Port.  
 For Freight or Passage, apply to  
 JARDINE, MATHESON & CO., GENERAL MANAGERS.  
 Hongkong, 9th June, 1905. 13

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.  
 CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
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ZAPIRO	2540	R. Rodger	Manila	Sat. 10th June, Noon.
RUBI	2540	A. H. Notley	Manila	Sat. 17th June, Noon.

For Freight or Passage apply to  
 SHEWAN, TOMES & CO., GENERAL MANAGERS.  
 Hongkong, 5th June, 1905. 115

## HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY  
 FOR NEW YORK VIA PORTS AND SUEZ CANAL.  
 (WITH LIBERTY TO CALL AT THE MALABAR COAST.)  
 S.S. "NORDPOL" ... On 15th June.  
 S.S. "INDRAWADI" ... On 25th July.  
 For freight and further information apply to  
 SHEWAN TOMES & CO., GENERAL AGENTS.  
 Hongkong, 18th May, 1905. 1004

## HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.  
 Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, Tientsin, Genoa, Ports in the Levant, Black Sea and Baltic Ports, North and South American Ports.  
 PROPOSED SAILINGS FROM HONGKONG.  
 SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES.
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C. FERD. LAEISEZ	HAMBURG, BREMEN and (Calling at Singapore, Penang and Colombo)	On 17th June. Freight.
BRISGAVIA	HAMBURG, ANTWERP & HAMBURG (Calling at Singapore, Penang and Colombo)	On 30th June. Freight.
SITHONIA	HAMBURG and HAMBURG (Calling at Singapore, Penang and Colombo)	On 12th July. Freight.
ACILIA	HAMBURG and HAMBURG (Calling at Singapore, Penang and Colombo)	On 26th July. Freight.
ALESIA	HAMBURG and HAMBURG (Calling at Singapore, Penang and Colombo)	On 10th Aug. Freight.

Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloons and cabins amidships. Lighted throughout by electricity.  
 For Further Particulars, apply to  
 HAMBURG-AMERIKA LINIE.  
 HONGKONG OFFICE, No. 1, QUEEN'S BUILDING.

## SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.  
 The following chartered steamers will run at intervals of about 3 weeks:—  
 S.S. "LOTHIAN" ... Captain J. C. Williamson.  
 S.S. "INDRAVELLI" ... Captain S. Callington.  
 S.S. "COURTFIELD" ... Captain J. W. Martin.  
 S.S. "CRANLEY" ... Captain W. E. Steele.  
 S.S. "IKBAL" ... Captain M. Robertson.  
 S.S. "ASCOT" ... Captain C. E. Cox.  
 S.S. "SKIN" ... Captain J. Rowley.  
 S.S. "KATHLEEN" ... Captain Dean.  
 S.S. "KATHERINEPARK" ... Captain Copp.  
 For Freight, apply to  
 GIBB, LIVINGSTON & CO., AGENTS.  
 Hongkong, 10th February, 1905. 19

## CANADIAN PACIFIC RAILWAY CO.'S.

ROYAL MAIL STEAMSHIP LINE.  
 THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.  
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.  
 SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
 R.M.S. "EMPEROR OF INDIA" ... 6,000 Tons. ... WEDNESDAY, 21st June.  
 R.M.S. "TARTAR" ... 4,425 Tons. ... WEDNESDAY, 5th July.  
 R.M.S. "EMPEROR OF JAPAN" ... 6,000 Tons. ... WEDNESDAY, 12th July.  
 R.M.S. "EMPEROR OF CHINA" ... 6,000 Tons. ... WEDNESDAY, 2nd Aug.  
 R.M.S. "ATHENIAN" ... 3,882 Tons. ... WEDNESDAY, 5th Aug.  
 Hongkong to London, 1st Class ... via St. Lawrence 260. via New York 262.  
 Intermediate on Steamers ... 240. " " 242.  
 and 1st Class Rail ...

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIP, passing through the famous INLAND SEA OF JAPAN, usually makes the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.  
 R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only.  
 Intermediate rates, affording superior accommodation for that class.  
 Passengers Booked through to all principal points and AROUND THE WORLD.  
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.  
 For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to  
 D. E. BROWN, General Agent,  
 9, Funder Street.

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWROAT CO.  
 CONNECTING AT TACOMA WITH  
 NORTHERN PACIFIC RAILWAY COMPANY.  
 PROPOSED SAILINGS FROM HONGKONG FOR  
 VICTORIA B.C. AND TACOMA  
 VIA  
 MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
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PLEIADES	3,753	F. G. Purington	Friday, June 30th
SHAWMUT	9,606	E. V. Roberts	Wednesday, July 12th
TREMONT	9,606	T. W. Garlick	Tuesday, August 8th

CHEAPFARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.  
 The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.  
 PARCEL EXPRESS TO THE UNITED STATES AND CANADA.  
 For further information apply to—  
 DODWELL & CO., LIMITED, GENERAL AGENTS.  
 QUEEN'S BUILDINGS, Hongkong, 9th May, 1905. 77

## VESSELS ON THE BERTH

## NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

## STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESINA, NAPLES, LEOHORN and GENOA, also VENICE, Trieste, all MEDITERRANEAN, ADRIATIC, IONIAN and SOUTH AMERICAN PORTS up to CAIRO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

## THE Steamship

"CAPRI."  
 Captain Belsito, will be despatched as above TO-DAY, the 10th inst., at Noon.  
 At Bombay the Steamer is discharging in Victoria Dock.  
 For further particulars regarding Freight and Passage, apply to  
 CARLOWITZ & CO., Agents.  
 Hongkong, 7th June, 1905. 14

## COMPAGNIE DES MESSAGERIES MARITIMES.

## FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

## THE Steamship

"POLYNESIE."  
 Captain Broc, will be despatched for MARSEILLES on TUESDAY, the 13th June, at 1 P.M.  
 Passage tickets and through Bills of Lading issued for above ports.  
 Cargo also booked for principal places in Europe.  
 Next sailings will be as follows:  
 S.S. "CALEDONIE" ... 27th June.  
 S.S. "CALEDONIE" ... 11th July.  
 S.S. "OCEANIE" ... 25th July.  
 S.S. "TOURANE" ... 8th AUGUST.  
 G. DE CHAMPEAUX, Agent.  
 Hongkong, 31st May, 1905. 12

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT MALABAR COAST).  
 PROPOSED SAILINGS FROM HONGKONG, 1905.  
 "MONTROSE" ... 27th June.  
 "ST. HUGO" ... 15th July.  
 "SHIMOSA" ... to follow.  
 For Freight and further information, apply to  
 DODWELL & CO., LD., Agents.  
 Hongkong, 9th June, 1905. 1963

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR  
 VICTORIA AND TRIESTE DIRECT.  
 Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ AND PORT SAID.  
 (Taking Cargo at through rates to the BRITISH, SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).  
 THE Company's Steamship  
 "NIPPON."  
 Captain Seich, will be despatched as above on THURSDAY, the 9th inst., P.M.  
 This steamer has accommodation for passengers, electric light and carries a doctor.  
 For information as to Passage and Freight, apply to  
 SANDER, WIELER & CO., Agents.  
 Hongkong, 2nd June, 1905. 15

## POSTPONEMENT.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

OWING to the Ship having met with an Accident the date of the departure of the s.s. "MARIA VALERIE" for Europe has been INDEFINITELY POSTPONED.  
 SANDER, WIELER & CO., Agents.  
 Hongkong, 29th May, 1905. 1321

## HONGKONG-MACAO LINE.

S.S. "WING CHAI."  
 Captain T. Austin, R.N.R.  
 THIS Steamer departs from Hongkong, on Week Days, at 7.30 A.M., and on Sundays at 8.30 A.M.; Departs from Macao on Week Days about 2.30 P.M. and on Sundays at 8.30 P.M.  
 Fares—(week days) 1st Class (including cabin and servant), Single 93, Return Ticket 85.  
 2nd Class 51, 3rd Class 50 cents.  
 Every Sunday will be on Excursion, at the following rates:  
 1st and 2nd Class, Single Ticket \$1, Return 50 cents, Steerage 10 cents.  
 Meals can be had on board.  
 Tiffin and Dinner can be supplied either on board, or at the Macao Hotel, for returning Passengers only, at an extra charge of \$2.  
 On Sundays, Passengers desiring to have a Private Cabin, which has accommodation for two or more Passengers, will be charged \$3 extra.  
 First Class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half-Ticket will be available for the following day.  
 The Steamer is lit throughout by Electricity.  
 The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.  
 MING ON & CO.  
 2nd Floor, 16, Victoria Street.  
 Hongkong, 7th October, 1904. 21







**MAILS WILL CLOSE**

STALL. Price 15 cents per copy cash.  
Hongkong, 22nd December, 1903.

Hongkong, 21st September, 1903.







